INSTRUMENT APPROACH SURVEY DATA FORM
AIRPORT AND RUNWAY DATA

GENERAL INFORMATION

Airport Name: _____ FAA Site Number: _____

City/State: _____ Airport ICAO Code: _____

PROJECT INFORMATION

AIP Project Number: _____

Project Description: _____

SURVEY INFORMATION

All required survey data that is provided must comply with the areas, Obstruction Identification surfaces (OIS), obstruction selection criteria and accuracy requirements of FAA Standard No. 405, "Standards for Aeronautical Surveys and Related Products", including change 1, effective April 15, 1998. The extent of the data collection shall comply with the type of survey desired as referenced in FAA Advisory Circular 150/5300-13, Airport Design, Change 7, Table A16-2, Survey Requirements for Instrument Approach Procedures".

The survey data must be tied to the National Spatial Reference System using established Primary Airport Control Stations (PACS) and Secondary Airport Control Stations (SACS). Nearby NGS Continuously Operating Reference Stations (CORS) may be used if a PACS or SACS have yet to be established at a specific airport. **The control station DATUM must be based on NAD83 and NAVD88**

NGS Control Station
Permanent Identifier (PID): _____

Date of Last Station Recovery: _____

Type of Control Station:

☐ Primary Airport Control Station (PACS)

☐ Secondary Airport Control Station (SACS)

☐ Nearest Continuously Operating Reference Station (CORS)

SURVEY TYPE: Identify the type of Survey being performed.

☐ ANP
☐ Type C
☐ Type D
☐ ANAPC
☐ PIR

Notes:
Survey types ANP or better will support a non-precision (LNAV only) procedure.

Survey Type D or better will support an approach with vertical guidance (APV) procedures (e.g. LNAV, VNAV or LPV).

Survey type ANAPC will support Precision CAT I approach requirements.

Survey type PIR with support Precision CAT I/II/III approach requirements.

AIRPORT INFORMATION

Existing Airport Reference Point (ARP) Latitude: _____° _____' _____" N
Resolution: 0.1 Second Longitude: _____° _____' _____" W

Revised Airport Reference Point (ARP) Latitude: _____° _____' _____" N
Resolution: 0.1 Second Longitude: _____° _____' _____" W

Note: The calculation of the Airport Reference Point (ARP) is based on the geometric center of all usable runways and does not correspond to the Airport Layout Plan ARP, which may include future runway extensions.

RUNWAY INFORMATION

	RWY _____	RWY _____
Runway Designation *Ref: Para. 7 of AC 150/5340-1h*		
Runway Geodetic Azimuth *Resolution: Nearest Whole Second*	_____ ° _____ ' _____ "	_____ ° _____ ' _____ "

Runway End Coordinates
Resolution: 0.01 Second

	RWY	RWY
Latitude:	_____ ° _____ ' _____ " N	_____ ° _____ ' _____ " N
Longitude:	_____ ° _____ ' _____ " W	_____ ° _____ ' _____ " W

Displaced Threshold *(If Applicable)*

	RWY	RWY
Latitude:	_____ ° _____ ' _____ " N	_____ ° _____ ' _____ " N
Longitude:	_____ ° _____ ' _____ " W	_____ ° _____ ' _____ " W

Runway Elevations
Resolution: 0.01feet (MSL)

	RWY	RWY
Approach Threshold	_____ (MSL)	_____ (MSL)
Displaced Threshold (If Applicable)	_____ (MSL)	_____ (MSL)
Touchdown Zone	_____ (MSL)	_____ (MSL)

Runway Length*: Based on Coordinates:* _____
(Resolution: 0.01 Foot)

CERTIFICATION

NOTE: The registered surveyor must certify that the information submitted herein complies with the areas, obstruction identification surfaces (OISs), obstruction selection criteria, and accuracy requirements of FAA No. 405 "Standards for Aeronautical Surveys and Related Products." The Surveyor is not certifying that the submitted information constitutes a full FAA No. 405 survey. The surveyor shall apply their official seal to the completed form. The form shall be signed and dated in blue ink across the applied seal.

I hereby certify that the information provided herein above has been compiled from accurate field surveys conducted under my direct supervision and that said information complies with the areas, obstruction identification surfaces (OISs), obstruction selection criteria and accuracy requirements of FAA Standard No. 405 "Standards for Aeronautical Surveys and Related Products" (including Change 1, effective April 15, 1998) for the survey type noted herein above.

Surveyor's Name: _____

Surveyor's License Number: _____

<Affix Seal >

Airport Name: Insert Official name of airport as listed on the current Airport Master Record (5010)

FAA Site Number: Insert FAA Site Number as identified on the current Airport Master Record (5010)

City/State: Insert the associated City and State as identified on the current Airport Master Record (5010)

Airport ICAO Code: Insert the ICAO code for the subject airport. For airports located in the United States, this code is obtained by placing the letter "K" in front of the airports three-letter identifier code. For example, the ICAO code for St. Louis-Lambert Field is "KSTL".

Permanent Identifier (PID): Insert the identifier number for the control station as stated on the NGS datasheet.

Date of Last Station Recovery: Insert the date of the last station recovery as stated on the NGS datasheet.

Type of NGS Control Station: At this time, only a limited number of airports actually have established PACS or SACS.

Type of Survey: This is based on the type of approach that is desired. For non-precision approaches, a type "D" survey is strongly recommended. For CAT I approaches, an ANAPC or PIR is required. For CAT II and III approaches, a PIR survey is required.

Airport Reference Point: Identify the current and revised airport reference point. The calculation of the existing Airport Reference Point (ARP) is based on the geometric center of all existing usable runways. The calculation of the revised Airport Reference Point (ARP) is based on the geometric center of all usable runways following the completion of the proposed development. These values will not correspond to the values depicted on the Airport Layout Plan ARP, which may include future runway extensions and additions. Refer to Appendix 3 of FAA Advisory Circular 150/5300-13.

Runway Designation: Identify the current runway designation. Due to magnetic variation, runway designations can change over a period of time. Please refer to paragraph 7 of FAA Advisory Circular 150/5340-1h)

Runway Geodetic Azimuth: Insert the geodetic azimuth in degrees, minutes and seconds to the nearest whole second.

Runway End Coordinates: Insert the runway end coordinates in degrees, minutes and seconds based on datum NAD83. The resolution must be to the nearest 0.01 second.

Runway Elevations: Insert the appropriate measured elevations based on mean sea level and datum NAVD88. The resolution must be to the nearest 0.01 feet.

Runway Length: Insert the runway length based on coordinates. This length must correspond to the calculated value using the previous noted end coordinates. The resolution must be to the nearest 0.01 feet.